2003-04, 325 consequential train accidents occurred which was the lowest ever.

"Human failure" constitutes the single largest factor for accidents on Indian Railways. Accidents on account of "failure of railway staff" and accidents due to "failure of persons other than railway staff" account for around 55% and 30% of the total accidents, respectively. All accidents at unmanned level crossings and some at manned level crossings occur on account of "failure of persons other than railway staff" *i.e.* road users. Incidental factors like falling of boulders, sinkage of track also contribute to accidents on Indian Railways.

Konkan rail accident

591. SHRI KALRAJ MISHRA:
SHRI JANARDHANA POOJARY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the June 16 accident this year on the Konkan Railway, was a replay of the last year's June accident, except that the casualties this year were less in numbers;

(b) if so, how far the safety precautions proposed after the last year's accident were found wanting; and

(c) what measures are proposed to prevent recurrence of such accidents in the Konkan Railway line?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) Commissioner of Railway Safety/Central Circle who is conducting the statutory inquiry into the accident of 2620 Up Matsyagandha Express on 16.6.2004, has concluded in his preliminary inquiry report that accident was caused due to failure of east side slope of Ambivali cutting resulting in falling of boulder and soil, causing obstruction on track. The Konkan Railway Corporation had taken a number of safety measures after the last year's accident like patrolling and speed restriction at all identified vulnerable locations, installation of warning devices (Raksha Dhaga), Electronic pendulum/inclinometer, Electronic rain gauges and Seismograhphic monitoring, Construction of Reinforced Cement Concrete (RCC) retaining wall, Gabion wall, Micropiling, Rockbolting, Bouldernetting etc. at cuttings and tunnels,

identified vulnerable as per guidelines of geological and engineering experts, at a cost of Rs. 47.32 crores (including Rs. 23.68 crores in 2003-04) during the last five years to prevent recurrence of such accidents.

Konkan Railway Corporation have sanctioned installation of inclinometers at a cost of Rs. 1.53 crores. Steps have also been taken now by Konkan Railway Corporation to sanction provision of safety nets on cuttings where the height is more than 5 metres. Konkan Railway have also taken a number of further steps like piloting of mail/express trains between 7.00 p.m. to 7.00 a.m., reducing the speed in vulnerable sections, monsoon patrolling at vulnerable locations, to enhance safety of train operations.

Provision of bogies for the Telangana Express

592. SHRI S.M. LALJAN BASHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that separate bogies and compartments have not been made available for the Telangana Express in South Central Railways;

(b) whether it is also a fact that bogies from other trains are taken for this new train;

(c) whether this bogie-sharing arrangement is leading to delays in the arrival and departure of a number of other express trains in the State; and

(d) if so, the steps proposed to immediately obtain adequate number of bogies for the South Central Railways?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) Coaches are allotted to the Railways keeping in view the requirement of Railways and availability of coaching stock with them. 7035/7036 Secunderabad-Sirpur Kagaznagar Telangana Express was introduced utilising the lie-over rake of 7055/7056 Hyderabad-Narsapur Express for optimum utilisation of coaching stock. However, a separate rake has been provided for Telangana Express from 25.7.2003 to avoid late running of train.